

# STEAMBOAT Journal Of The Steamship



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The ALBANY, from a painting by Huntington done in 1885.

Courtesy New York Historical Society

## MUFFLED DRUMS FOR ALBANY-POTOMAC

By Thomas A. Larremore

"WASHINGTON, MAY 16 - (AP) - THE POTOMAC RIVER LINE ANNOUNCED TODAY ITS 69-YEAR-OLD EXCURSION STEAMER, THE POTOMAC, IS HEADED FOR THE SCRAP HEAP. THE SHIP, BUILT IN WILMINGTON, DEL., AND ORIGINALLY KNOWN AS THE S.S. ALBANY, SERVED UNTIL 1933 ON THE NEW YORK-TO-ALBANY HUDSON RIVER DAY RUN. THE POTOMAC, WITH A PASSENGER CAPACITY OF 2,400, WILL BE SCRAPPED AT BALTIMORE. IT WILL BE TOWED THERE SOMETIME NEXT WEEK, OFFICIALS OF THE LINE SAID."

Another oldster is gone, suddenly and unexpectedly. This time it is MARY POWELL's side-kicking ex-side-kick of happy years ago on the Hudson River, the ex-Day Liner ALBANY, since 1934 running excursions out of Washington, D.C., for the Potomac River Line, as POTOMAC.

Almost 69 years ago, on July 3, 1880 ALBANY made her first regular trip from New York up-stream to her namesake city. Save for a few years "on reserve" for the Day Line, she performed regularly, earning her living quietly, dependably, surely, safely - recalling, in this respect, PRISCILLA, COMMONWEALTH and the rest of the Fall River liners. Only last summer, at 68 plus, the POTOMAC

completed another annual tour of duty and was ready to resume this coming season. Just when the decision to end her career was made is unknown. Only as recently as Feb. 3 Her Captain, SSHSA member Harry E. Slye, told the writer that there had been no suggestion that she was about to be replaced by BEAR MOUNTAIN a WILLIAM G. PAYNE b BRIDGEPORT c HIGHLANDER, despite the transfer last fall of the latter to Washington.

Fearing something of the sort was in the air the writer devoted several hours of a business trip to the capital to photographing POTOMAC tied up alongside BEAR MOUNTAIN. Now he is happy indeed to have done so, although the need for rewriting this essay, begun in a different vein, makes his present task sorrowful.

Perhaps his feelings can best be gauged by the fact that he had been trying to organize an excursion anniversary trip on POTOMAC this coming July 3.

Instead she is off to the wreckers, to join METEOR a CHESTER W. CHAPIN (SB 29:18) and to go the way of those other Hudson River titans: NORWICH (87 when taken off her run) and MARY POWELL, who lived to be 63. Note that ALBANY-POTOMAC's near-69 years rank her ahead of the fabulous MARY in the longevity tables. Let there be hats off and muffled drums. A great steamer has passed, and the writer feels as if he has lost a close relative, overnight, for reasons that will presently appear.

According to A.V.S.Olcott, president of the Old Day Line, ALBANY's hull was built in 1879-1880 by Harlan and Hollingsworth, Wilmington, Del., and her machinery and joiner work were put into her iron hull (first of its kind for the line) in 1880. At that time her length over all was 295', her beam (moulded) 40', and depth 11'6". Launched in Jan. 1880, she was christened by Mr.Olcott's uncle, Charles T. Van Santvoord. Her paddle boxes, then, were ungainly and semi-circular. In 1892-1893 she was rebuilt and lengthened to 325'6", with the same beam (accounting for her lanky look), and her gross tonnage became 1,415.42, with net of 815.03. Feathering paddle wheels were added at the time, and her paddle boxes assumed the oblong, streamlined shape that set the fashion.

In 1916 she had new boilers, replacing the "3 lobster back boilers" of the early days. Her passenger capacity became 2000. Her original cost, according to Book 23 of the Day Line

Journals now at the N.Y.Historical Society, was \$187,318.58, including fittings, dry dock fees, cost of towing and customs charges.

When HENDRICK HUDSON appeared in 1906, ALBANY was transferred to the Poughkeepsie run as a special boat and when WASHINGTON IRVING came out in 1913, ALBANY replaced MARY POWELL on the run to Rondout. ALBANY was laid up at Athens in 1931 and was sold at public auction on March 6, 1934 at the new County Court House, N. Y. City, to B.B.Wills. On April 19 she left West 42nd Street Pier at 2:50 p.m. for Washington, D.C.

After taking ALBANY to Washington Mr. Wills changed her name to POTOMAC, registered her there, put a dance floor on main deck from the forward gangway to the lower deck housing, and installed a band stand. Later a second dance floor was added, on the saloon deck, and the band stand was raised to enable the music to suffice for both floors at once. POTOMAC was converted to oil burning and so remained save for one year during World War II when the oil shortage compelled temporary re-conversion to coal. Captain Slye said her registry had recently been transferred to Baltimore, as is evidenced by the current legending on the stern. So much for the strictly statistical indispensables.

Let us turn to more personal traits. In physical appearance ALBANY, the older and rebuilt CHAUNCEY VIBBARD and the later NEW YORK set a contemporary "new look" for Hudson River boats. The most conspicuous features of this were the three tall funnels set transversely; the ungainly, high, top-heavy-looking, semi-circular paddle boxes; and the general color scheme, perhaps borrowed from the famous "White Squadron" of pre-Spanish War days, i.e., overall whiteness, relieved principally by yellow or buff, most notable on the later-period smokepipes. ALBANY and VIBBARD looked very much alike, with smokestacks abaft both walking beam and paddle boxes, while in NEW YORK these relative positions were reversed.

ALBANY, always a quiet, efficient, dependable, unsensational performer, got away to an appropriately inconspicuous start. After a trial trip to Yonkers on July 2, 1880, to test her machinery, she opened her regular career the next day replacing DANIEL DREW and paddled upstream to her namesake city. New York newspapers paid little attention, being preoccupied with five

ocean liners starting trans-Atlantic voyages the same day and commenting on the possibility that they might encounter summer icebergs. Some journals didn't mention the new river steamer, and only one, the New York World, paid reasonable attention. Perhaps

the big city had already become sophisticated enough to take such trivia as the inauguration of another Day liner too completely in stride to bother about.

But there well may have been another reason. In June and July 1880, passenger steamers around New York had suddenly become non grata, recalling very pointedly the earlier days around 1825 when frequent boiler explosions had forced definite recourse to trailer passenger barges. An incredible series of mishaps had taken place. On June 11, 1880, NARRAGANSETT, bound east up L.I. Sound, had collided off Cornfield Point with STONINGTON and burned with the loss of some 30 lives. On June 17, two girls had drowned when their rowboat was struck by ELIZA HOWARD, and ugly rumors persisted that adequate efforts to rescue them had not been made. On June 19 GRAND REPUBLIC had engaged in a spectacular collision with ADELAIDE, and an acrimonious investigation of the crash was starting. On June 28 had come the most frightful catastrophe of all. SEAWANHAKA, steamboat for Glen Cove's commuters, had caught fire passing through Hell Gate and, although skillfully beached broadside to, not five minutes later on Sunken Meadows at Randall's Island, had notched a toll of 44 or 45 fatalities. On June 29 the stage had been set for a ghastly foreshadowing of the holocaust of the GENERAL SLOCUM (1904) when LONG BRANCH with some 700 passengers, mostly Sunday School children on a picnic, had her bows (openly alleged in the newspapers to be quite rotten) crushed by the oil barge HOPE - fortunately, however, without loss of life. On July 2, 1880, the very day ALBANY made her trial run, the New York Daily Tribune, reporting another accident the day before, had struck the current keynote by writing: "The daily steamboat accident shifted its longitude, yesterday. The boiler of a pleasure boat on one of the Minnesota lakes exploded, killing three persons outright, wounding one fatally and several others seriously."

On the same day the New York Herald announced, as the tragicomic climax to all this: "A barrel of beer exploded on the steamer STONING-

TON, fracturing the leg, arm and collar bone of a sailor named John McCarthy." Perhaps because of such episodes the Day Line owners preferred to soft-pedal advance publicity about their new boat until they could see how she behaved on the job.

At any rate, off she steamed out on the mild blue yonder, as planned, July 3, and that afternoon made a happy landing at Albany, sans fire, sans collision, sans explosion, without even a beer barrel bursting in air. The New York World gave her this passing mention, July 4. "The new steamer ALBANY, of the Albany day line, made her first regular trip up the Hudson yesterday. She took about one thousand and five hundred passengers....She was due at Albany at 6:10 p.m. and was received with fifty guns and a display of bunting. There was a crowd at the wharf to greet her..."

Apparently they ordered such things better upstate, for, according to John H. Flandreau, Assistant Archivist, New York State, a clipping from an unidentified newspaper in the Hallenbeck material at Albany reads in part as follows:

"On Saturday the ALBANY left her landing in New York nine minutes late, with over 2,000 passengers aboard and against a strong head wind and ebb tide, made West Point and Newburgh on time. By the time the boat reached Rhinebeck [then the port of call of Rondout, reached by ferry, and the Southern Catskills], she was about an half hour late, caused by some slight difficulty with her new machinery. By this time the crowd of people had swelled to immense proportions and at this landing fully 500 disembarked, and when Catskill was reached fully as many more got off there. From Catskill to this city tows and other hindrances caused the vessel to lose time, and she did not reach here until half-past seven o'clock. All along the river, residents had their houses decorated, and with cannon and other explosives welcomed the advent of the ALBANY.

"At Hudson, the dock and hills were crowded with people despite the fact that quite a rain prevailed at the time. When she hove in sight of the city, the greatest excitement prevailed, and, amid the booming of cannon, the screeching of steamboat whistles, the ringing of bells, the playing of Austin's band, and the shouts of a thousand people assembled on the docks and piers, the ALBANY steamed into port and touched her dock.

"It was a scene long to be remembered, and we doubt if ever before a new boat met with such a royal reception at any place on the Hudson.

"A happier man than the genial Captain Dave Hitchcock will be seldom seen. He was very enthusiastic, and stated that the ALBANY was a marvelous boat, making such time as she did under adverse circumstances... Saturday was indeed a gala day in the history of the Albany day line, and the proprietors have every reason to feel proud of their new boat, and Albanians of their namesake."

In view of the recent appalling succession of accidents one wonders why so many people happened to be willing to risk their hides on the maiden trip of a new, unproved, and almost untested vessel. The contemporary New York newspapers, however, reveal a good reason for that, too. For the city was writhing in the merciless grasp of one of the worst heat waves on record. Most of the journals were carrying daily verbatim reports of a circular put out by the Department of Health, and entitled: "How to prevent sunstrokes." On July 2 the Herald reported the loss of 72 lives from heat up to noon of the day before, and on July 6 topped this by chronicling the deaths of no less than 49 infants, from the same cause, in the single 24-hour period ending at noon July 5. Perhaps the passengers envisaged no more real risk of roasting or poaching in a steamboat fire or explosion than of baking slowly to death while sitting around at home. As to the Day Line, it gambled--and won.

A week later a straw showed how the wind was still blowing -- a blast from some contemporary Casper Milquetoast, obviously torn between the pleasure of steamboating and the (to him) clear and present danger of paying with life or limb for the privilege. He unburdened himself in the New York Evening Post for Friday, July 16, 1880, thus:

"Taking passage in the new boat ALBANY at Catskill last Friday I at once sought the captain or clerk, asking where the life-preservers were kept, as none were in sight. He replied that plenty were to be found in the baggage room and in the closets on the several decks. This I found to be true, but there was no indication on any of the doors to show that life-preservers could be found therein. Now in case of a fire forward or amidships, and of course a panic among the passengers, it would be difficult to

reach those means of safety even if every person on board knew where to find them. Is it not the duty of the officers to keep those distributed all over the boat, as the passengers are? This of itself would go far to allay excitement and enable all to help themselves. This distribution would not, it is true, add to the decoration so lavishly displayed on this boat, but in case of accident might save many lives. B. New York, July 13, 1880."

Perhaps the Day Line officials thought Casper had a point. For whenever the writer rode ALBANY or other Day liners he recalls, very well, numerous life-preservers racked up overhead, within easy reach, under the roofs of decks, or under benches or in closets marked appropriately.

The terror of sudden-death-by-excursion-steamer seems gradually to have subsided (although still other sinister incidents accumulated during



POTOMAC alongside BEAR MOUNTAIN  
Taken 2,3,49 by author at Washington.

July, 1880) and the Day Line did its share of business on the then-busy river. ALBANY remained, as stated, unsensational, undramatic, a do-your-own-job-well-and-quietly kind of steamer, and rarely made headlines. Few stories seem to have got into print about her. Call this lack of color, if you must, but it is a specially particular lack of color, due to good luck and general all-round satisfactoriness. At any rate, it is a vast improvement over the lurid coloration of steamboat tragedies.

(To be continued)

ACB reports that the Port of Haifa Authority, Israel, has advised that the former PRESIDENT WARFIELD was laid up by British Mandatory Administration and "moored to the Main Breakwater where she remains to this day and is no longer seaworthy."

## A GRAND DUKE ON THE MISSISSIPPI

By Roy L. Barkhau

During the winter of 1871-1872 America was host to one of the most glamorous figures ever to visit our shores. Grand Duke Alexis Romanoff, third son of Emperor Alexander II, Czar of all the Russias, came to the United States for an extended tour. There were several reasons suggested for the visit. Officially, it was to cement the bonds of friendship between Russia and the United States. One account says the Grand Duke wanted to hunt buffaloes on the western plains. Another says he was sent here to break up a romance not pleasing to the royal family. Whatever the reasons, the presence of a young and handsome Russian Grand Duke provided an excuse for the most lavish entertainments ever seen in the struggling Republic.

Alexis Romanoff was just twenty-two years old, a most romantic age, and flattering females of every age threw themselves at his feet. Every known beguiling art was used to win his favors, and discriminating hostesses vied with each other to give dinners and parties in his honor. Evidently, however, the Grand Duke was a very level-headed young man, for he was able to depart from this country without any romantic attachments despite his handsome appearance, a way with the ladies and the overpowering influences the fact of his royal birth had upon our title-starved females.

The buffalo hunting came to an end and the royal guest looked about for the next exciting thing to do. The Mardi Gras at New Orleans was suggested and His Imperial Highness immediately decided to attend, journeying there via the Mississippi River.

In January of 1872 there were scores of handsome sidewheelers plying regularly between New Orleans and all the upper-river cities. But a Grand Duke could not be expected to travel on a regularly scheduled trip. It was unthinkable that he should associate with the typically crude traveling public of that day. Nothing would suffice but a chartered steamer for his exclusive use.

Therefore arrangements were made with Captain W.H.Thorwegan of the palatial GREAT REPUBLIC to take the royal party to New Orleans. The terms of such a charter are always interesting figures. The Grand Duke and party would be required to pay \$1,200 per day if the steamer was permitted to

carry freight; \$1,500 per day if no freight was carried. This price included meals and also whatever wines might be required. The steamer was to run during daylight hours only.

GREAT REPUBLIC was the most sumptuous river steamer in existence at that time. Built at Shousetown, Pa., in 1866/7, she left Pittsburgh on her maiden trip to St.Louis March 16, 1867, as -- according to Way's Steamboat Directory -- "the biggest packet that ever came out of Pittsburgh." Her dimensions were 335' x 51' x 9'6", and she was a sidewheeler with compound engines, 28", 56" x 10'. She cost more than \$235,000.

On her trip upstream from New Orleans, immediately preceding the royal adventure, Captain Thorwegan had a crew of carpenters making alterations to accommodate the Grand Duke. The bulkhead between two of her largest staterooms was torn out and both rooms thrown into one, making a bedroom fit for such an exalted passenger. A new and sumptuous bedroom suite of furniture was secured especially for the Grand Duke's use. In addition, billiard tables - heretofore unheard of - were set up in the after end of the GREAT REPUBLIC's beautiful main cabin to "break the monotony of a steamboat trip."

Fate is no respector of persons. Neither is the weather. They can play tricks on steamboat captains and Grand Dukes alike. Now fate and the weather seemed to conspire with the ladies in making the royal visitor feel at home, for a real Russian winter suddenly descended on the Mississippi valley.

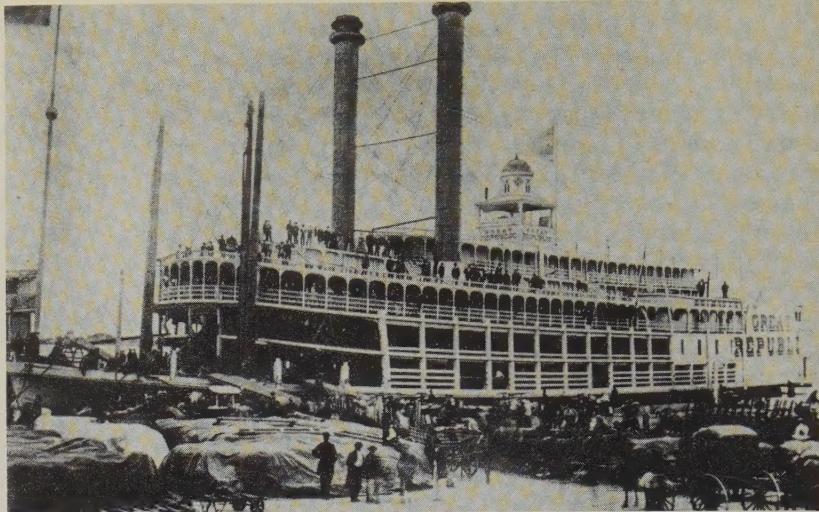
The ice was running in the river as GREAT REPUBLIC backed out from St. Louis for the run to Memphis, where she was to pick up the royal party. It seemed to increase with every mile. When she arrived at Belmont, she found five large steamers helplessly caught, unable to get through the gorge of ice which had formed there. For almost a week the great vessel tried without success to penetrate the ice barrier.

Meanwhile the Grand Duke and his retinue had arrived in Memphis where they awaited the arrival of GREAT REPUBLIC, much to the delight of the lovely ladies of that city. The party was wined and dined and no one, the Grand Duke least of all, seemed to mind the delay. As time went on, however, it became evident that the GREAT REPUBLIC charter must be dropped.

Tethered to the landing at Memphis was another great Mississippi river floating palace, the majestic

JAMES HOWARD. Somewhat less splendid than GREAT REPUBLIC, she was nevertheless a big boat and a mighty carrier of cotton. She had been built at Jeffersonville, Ind., less than two years before, and measured 320' x 53' x 10'. Her six boilers and 34½" x 10' engines turned side-wheels 39' in diameter.

Last-minute arrangements were made, and at 10:30 on the morning of February 8, 1872, this vessel, with the Grand Duke's party aboard, headed downstream for the Mardi Gras at New Orleans. The trip was without incident. Reaching the outskirts of the city on the day before the celebration, JAMES HOWARD tied up at the Carrollton landing for the night. The next morning,



GREAT REPUBLIC Courtesy Capt. Fred Way  
in company with numerous escorting steamers, the Grand Duke entered the harbor amid a huge ovation.



JAMES HOWARD

Courtesy Capt. Fred Way

Alexis presently returned to Europe, the ladies returned to normal, and the ice went out of the Mississippi. Many years later, the Grand Duke said that his trip down the river on a steamboat was the highlight of his American tour. By that time, both the boat that shared his glory and the one that just missed were gone. By coincidence, both had died the same death, at the same port. On September 19, 1877, GREAT REPUBLIC (which had been rebuilt as GRAND REPUBLIC the year before) burned at St. Louis. On March 13, 1881, JAMES HOWARD did the same.

#### THE FAITHFUL FORTY-EIGHT

By Capt. Earl C. Palmer

The loss of the tug NEPTUNE by collision with the C-3 HERALD OF THE MORNING, off Columbia River Bar last November 16, brings to mind the deeds of the forty-eight of this class of tugs built by the United States Shipping Board, and how few of them are still operative. They performed many tows of note in World War I, and quite a few of them still served on varied fronts in World War II. Originally built as part of the tug and barge program to expedite the flow of coal from Hampton Roads to New York and New England manufacturing areas (a flow which deeper channels and large colliers have sent to join the Dodo), they were often diverted from towing to rescuing disabled ships, running short of fuel, in the North Atlantic.

Several were allocated to the Coast Guard and performed many rescues in their long careers. One was a net tender during World War II. Her rudder, propeller, and tail shaft were burned off to facilitate placing her in this service; but after V J-Day her new owner soon replaced them, and she is again towing, this time under the British flag, around Kingston, Jamaica.

BARRYTON (later NEPTUNE) was the first vessel to land at the head of Sondre Strom Fjord, West Greenland, towing three small barges to transfer men and

material from the expected transports in Sept., 1941. The men were to start the airbase later called Bluie West 8. The head of the fjord was within the Arctic Circle. On arrival, Captain Joe Goodwin, BARRYTON's master, radioed the writer, "Arrived destination; nothing here, not even native." Three days later the transports arrived.

Captain Goodwin was later master of KEVIN MORAN & BALENAS. After delivering a drydock from New York to St. Thomas, V. I., he proceeded to Port of Spain, Trinidad, to take the tanker GULFBELLE, which had survived a torpedo through her engine room, in tow for Mobile, Ala. The convoy consisted of 13 ships--all cripples except the tug. On the first night out, August 19, 1942, a German submarine torpedoed three: first WEST SELMA, directly ahead of the KEVIN, later BRITISH CONSUL, on the tug's port bow, then EMPIRE CLOUD, on her starboard bow. The log reads, "Looks like Coney Island but this is the real thing." A few nights later, a twin-screw Norwegian tanker, running on one engine and carrying a nearly hard right rudder to maintain course, suddenly sheered across the KEVIN's hawser, cutting it and setting GULFBELLE adrift. Within 30 minutes, however, they had the ship under way again on another hawser, and GULFBELLE made Mobile for repairs.

BARRYTON, renamed THOMAS E. MORAN, made more history by towing QUEEN OF BERMUDA from Halifax to New York, via the Cape Cod Canal, Hell Gate, and the East River in March, 1942. The QUEEN had been ashore at the entrance to Halifax harbor, and had suffered severe bottom damage. For the trip, her masts were cut off to 120' above water line, and, as one stack had been removed already, few people recognized her. She was undoubtedly the largest ship ever to pass through the canal and the East River; the Coast Guard suspended all traffic while the latter transit was made. THOMAS E. MORAN later made regular trips in convoys along the Atlantic Coast to pick up strays and disabled ships.

HUKEY, later A.G.WELLS of the A.T. & S.F. Ry. Co., was turned over to the Army and lost in Alaska in 1943. Her sister BASFORD b W.B.STOREY is believed to be still towing carfloats in San Francisco harbor. BASCOBEL, BARWICK, and BARLOW b BALLCAMP c CUMCO were all used in towing artificial harbors on the Normandy Beachhead. BASCOBEL and CUMCO returned to New York, where BASCOBEL is now a self-propelled tank cleaning vessel. BARWICK was sold in Greece.

BASSWOOD b GEORGE C. GREEN was requisitioned from the Magnolia Petroleum Co., Beaumont, Tex., and turned over to the U. S. Engineers, who immediately sent her to the West Coast of Greenland, to tow between Bluie West 1 and Bluie West 8. After one winter there, she ran ashore a few miles south of Sondre Strom Fjord, a total loss.

BATHALUM and BAYMEAD were sold to the Russians by the Ford Motor Co. in 1934, and at last report they were still at Vladivostok. Before their departure from Detroit, their flag was changed to Russian, and their hailing port to Vladivostok, making it necessary (though they were manned by American crews) for Immigration and Customs to examine their papers before allowing anyone ashore at Ogdensburg, N.Y. The papers, except Crew Articles, were all in Russian and caused many amusing incidents at the Montreal and New York Custom Houses. The American crews delivered the tugs to San Francisco, where Russian crews took them over to complete the voyage. They reportedly consumed twice as much fuel between San Francisco and Siberia as between Detroit and San Francisco. The Russians later purchased BUTTERCUP and changed her name to ALBATROS.

MENOMINEE was sunk by gunfire from a German submarine, March 31, 1942, in Lat. 37°32' N., Long. 75°26' W.; and KESHENA was mined July 19, 1942, in Lat. 34°59'30" N., Long. 74°45'48" W. Both were formerly owned by the Southern Transportation Co., and towed barges for many years from the Hampton Roads area to New England.

The following list summarizes the story of this Shipping Board fleet:

BADDACOCK 219723 Stranded 11/25/20, off Port Aransas, Texas.

BALDRIDGE 217535 b KICKAPOO (USCG).

BALDRIDGE 217536 Active, Eastern Trans. Co.

BALESSED 217672 b CLINCHO c BAESHE Active, Sabine Trans. Co.

BALLCAMP 217673 b BARLOW Active, New Orleans.

BALLENAS 217679 b KEVIN MORAN To USN, 1942. Active, Luzon Stevedoring Co.

BALLEW 217678 b SULPHITE Sold British, 1939.

BARKHAMSTEAD 217889

BARLOW 217888 b BALLCAMP c CUMCO d EMPIRE CUMCO e CUMCO Scrapped, 1949.

BARRALTON 218009 Sold Colombian Gov't. In service, Baranquilla.

BARRANCA 218062

BARRENFORK 218178 Sold French, 1941.

BARRYTON 218179 b THOMAS E. MORAN c CHECTO (USA) d THOMAS E. MORAN e NEP-

TUNE Sunk, 1948.  
 BARSTOW 218245 Sold Argentine Gov't.  
 BARTHENY 218820 b DEBARDELEBEN Sold French, 1941.  
 BARTOLOMÉ 218913 b TAMORA (USCG).  
 BARWICK 218912 b EMPIRE BARWICK Sold Greek, 1947.  
 BASCOBEL 219035 b EMPIRE BASCOBEL c BASCOBEL. Active, tank cleaning, N.Y.  
 BASFORD 219034 b W.B. STOREY (A.T.&S. F. Ry.)  
 BASSWOOD 219294 b GEORGE C. GREER Lost, West Coast of Greenland, 1942.  
 BASTROP 219295 b STANDTUG NO.1 c SATOCO  
 BATHALUM 218587 Sold Russian, 1934.  
 BATHGATE 218588 b BOMAZEEN (USN) c SEA DUKE Active, San Francisco.  
 BATTLEBORO 218908 b POCOMOKE Active, P. RR., Norfolk.  
 BAYMEAD 219142 Sold Russian, 1934.  
 BAYPORT 219772 b H. T. DEBARDELEBEN Founded 4/14/34, Southwest Pass, La.  
 BAYSIDE 220570 b CAHOKIA (USCG)  
 BAYSPRING 220569 b YNG-19 (USN) c BAY SPRING Active, Kingston, Jamaica.  
 BEACHHAVEN 219141 b BERMUDA Laid up, Norfolk.  
 BUTTERCUP 218243 b ALBATROS Sold Russian.  
 BUTTERFIELD 218244 b LT-145 c BUTTERFIELD Active, Great Lakes.  
 HUKEY 218026 b A.G. WELLS (A.T. & S.F. Ry.) Lost 1943, Alaska.  
 HULVER 218074 b KEVIN MORAN c OBISPO d SAN JUAN Active, Houston area, Tex.  
 HUMACONNA 218071 W. Pacific RR. Co., San Francisco.  
 HUMRICK 218072 Active, New Orleans.

KALEEN 219175 Scrapped, 1949, N.Y.  
 KESHENA 218727 Sunk, 7/19/42.  
 KIOKEE 218728 b IVANHOE Laid up, Norfolk.  
 KIRON 218729 b A.L. WALKER Scrapped, 1948.  
 KITCHI 218730 b DUNMORE Laid up, Norfolk.  
 KOLDA 219176 b MONTROSE Scrapped, 1948.  
 MENOMINEE 218978 Sunk, 3/31/42.  
 MOOSITAUKA 219143 b MAOI  
 OUTGAMIE 219804 b LT-54 c SEA QUEEN Active, San Francisco.  
 PYLOS 219802 b MASCOUTIN (USCG) c PYLOS d HENRY W. CARD  
 TAGUS 218909 b O'BRIEN c THOMAS E. MORAN d PORTO BELLO e SAN PEDRO Active, Houston area, Texas.  
 TOOPI 219801 b GYPSUM QUEEN c NASSAU VALLONIA 219803 b SAUKEE (USCG) c TROJAN Scrapped, 1948.



HULVER Courtesy Capt. Palmer

#### JET PROPULSION

By Harry Cotterell, Jr.

Despite the fact that Robert Fulton has been widely credited with inventing the steamboat, the list of verified forerunners of his CLERMONT is a long one, and seems to be still growing. To take one example, residents of the communities bordering the lower Passaic River boast quite truthfully that the then-sparkling waters of this important North Jersey stream were churned by a steam craft nine years before CLERMONT started her maiden trip up the Hudson in 1807.

The story begins at the time of John Fitch's experiments on the Delaware, 1787-1790. Among the spectators of these trials was Col. John Stevens, whose PHOENIX, years later, was to come very near beating CLERMONT to the "official" title of first steamboat.

Stevens was moved by more than idle curiosity. Being then a resident of New York City, with a summer home at Castle Point, Hoboken, N.J., overlooking the Hudson, he had to make frequent crossings in row- or sailboats. He had visions of changing these often tedious voyages into more rapid and pleasant ones by the use of steam.

So enthusiastic did he become about the idea that, when Samuel Morey transplanted his "putterings-around" from Connecticut to the Delaware in 1797, Stevens interested his very wealthy brother-in-law, Chancellor Robert H. Livingston, in taking a look. They managed to become passengers on Morey's sidewheeler for one of its test trips.

When Fitch died in 1798, the in-

fluential Livingston secured his steamboat rights in New York State. To keep this monopoly, he had to produce within a specified time a steam vessel which could make at least 5 m.p.h.

The Chancellor and the Colonel came to Jersey and sought out Nicholas J. Roosevelt, leading partner in the Belleville Steam Engine Works. They drew up with him an agreement under which the town of Belleville was to be the birthplace of the Passaic's pioneer steamboat.

Strangely enough, this boat, which is supposed to have been named POLACCA, was built to specifications laid down by the financier rather than by the more mechanically-minded Stevens. One Stoudinger was put in charge of construction. Deeming Livingston's design impractical, he remarked, "Don't blame me if it doesn't work." It didn't work very well.

J. H. Latrobe, in an article about POLACCA written in 1871 for the Maryland Historical Society Quarterly, claimed to possess voluminous correspondence carried on between all concerned with the craft, but said he was "unable to make out the precise character of the Chancellor's contrivance." Most historians say, however--apparently relying on what Professor Thurston taught his students at Stevens Institute--that POLACCA was a 60' vessel whose hull was made by Cornelius Joralemon, with a Roosevelt rebuilt engine taken from the Schuyler copper mine at Arlington. This one-lunger, 20" x 2' stroke, operated a centrifugal pump which drew in water through the bottom and forced it out the stern under pressure--jet propulsion, if you please. Livingston seems to have been remembering Franklin's theories and Rumsey's experiments in the previous decade. Roosevelt built the boiler.

Some trials of very doubtful success were held on the Passaic during the summer and fall of 1798. They must have been kept completely secret, for not a word concerning them can be found in any contemporary newspaper. Some authors go so far as to give a launching date, and a few write that the trial trip was made the same day, October 21, 1798. I am inclined to think, however, that they have merely used the date of a letter from Roosevelt to the Chancellor. On this date, the engine builder told the financier of a recent trial on which a speed of about three miles per hour was attained. The Spanish Minister, who was aboard and highly elated, estimated it

to be upward of five miles per hour.

After this failure, Livingston agreed to rebuilding the engine with a cylinder 36" x 16" stroke, and to trying Stevens' idea of horizontal paddles over the stern--forerunners of cycloidal propellers. But, when the boat was tried again in June, 1799, she almost racked herself to pieces. Vibration caused the piping to leak, and the hull seams to open.

The late Mayor Hewitt of New York always insisted that his father, who was Roosevelt's pattern maker, rode POLACCA from Belleville to New York and back, when she had the "wheel over the stern." But, if the boat ever did steam to the "Great Village," no journalist of the time ever recorded it.

Livingston became impatient. He did not realize the wide gap that often lies between conception and accomplishment. Roosevelt suggested trying again by "throwing two wheels of wood over the sides." "Scrap her and build another," said Stevens. But the Chancellor would have none of it, and withdrew all further financial support. Having failed to meet the Empire State requirements, POLACCA was apparently laid aside to rot. It is of no use for any steamboat fan to trudge the banks of the Passaic in quest of her bones, for the oldest riverman alive could give no clue at this late age.

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NOTE: How this pioneer steamer came to be christened by the name of one of the more obscure sailing rigs is not explained. By coincidence, the only sailing craft of "polac." rig in the 1867 Preliminary List of Merchant Vessels of the U.S. claimed Newark, N.J., as her home port: the 8-ton HARMONY (#11312). Custom House records show that she shortly moved to southern waters, and was not again called a polacca, but either a sloop or a schooner. Since she was a wooden craft and continued in documentation until the 1880's, it is not likely that this New Jersey vessel was the old POLACCA converted to sail. None of the documents shows when or where HARMONY was built.

BECAUSE OF A MIX-UP IN SIGNALS, the second installment of John Lochhead's "Steamships and Steamboats of the Old Dominion Line," promised for this issue, is postponed until September. For a correction in the March installment, see FOR THE BLUE PENCIL, page 47, below.

## WHITE "W" OVER BLUE WATERS

The Story of  
The Wilson Transit Company

By the Rev. Edward J. Dowling, S. J.

One of the oldest and most successful independent steamship lines on the Great Lakes is the Wilson Transit Company. Unlike the fleets owned by steel corporations, mining companies, or coal dealers, the so-called independent fleets are solely shipping or carrying concerns. The eleven bulk freighters which today carry the white "W" on their funnels recall to mind the 76 years of the company's history, years of progress and change in the design of bulk carriers on the Inland Seas. In the Wilson fleet there have been, in proper succession, schooners, wooden steamers, steel barges, and steel freighters.

The founder of the line was Thomas Wilson, son of Scottish immigrants who had settled at Sugar Island, on the St. Mary's River near Sault Ste. Marie. As a boy, Tom watched the old ships sail by his father's farm, and saw many of the early steamers stop for wood at his father's fueling station. As a youth he shipped on one of them, and, as the years passed, rose from seaman to master. Two of his early commands were the passenger steamers MINERAL ROCK and METEOR of the Ward Line. In 1872 he owned his first ship and began the history of the fleet which carries his name. In the three quarters of a century since then, 38 ships have sailed in the Wilson Line.

There were first of all nine schooners, most of which ended their days as barges, towing behind a steamer. The oldest of these were GOSHAWK, built in 1866, and FRANK PEREW, which came out a year later. The other sailing vessels were IRONTON, MINNEHAHA, W.E.TREMBLE, WADENA, ANNABELLE WILSON, D.M.WILSON, and YUKON. Two of these, WADENA and YUKON, were extraordinarily large for sailing vessels. Both were four-masters, about 230' long. They and several contemporaries on the Lakes represented a final effort by ship-builders to produce a sailing vessel capable of holding its own in competition with steam-driven carriers. For a few years, they sailed independently, presenting a striking picture under full sail. Although they could haul up to 3,000 tons of ore or coal, and make good time, they were not successful competitors. So they soon had

their lofty topmasts taken down, "to reduce," as one commentator remarks, "the size and the complaints of the crew," and were towed behind a steamer, occasionally using one or two sails when the winds were favorable.

Between the late seventies and the early nineties, nearly a thousand wooden freighters were built for the bulk carrying trades. They ranged in size from 200' to 340' in length. Like the big carriers of the present time, they had their machinery far astern and the pilot house as far forward, leaving the midship section clear for loading and unloading. Many of them carried two stacks side by side and three or four masts, usually fitted with canvas, both for actual use when the wind was good, and to satisfy existing insurance demands for some means of propulsion in case of mechanical breakdowns. The Wilson ships of this type and era numbered nine: HIAWATHA, MISSOULA, YAKIMA, SITKA, WALLULA, VOLUNTEER, OLYMPIA, KASOTA, GEORGE SPENCER, and CHARLEMAGNE TOWER, JR. Two of them are especially noteworthy.

During several seasons when the steamer HIAWATHA was towing the barges MINNEHAHA and GOSHAWK, her commander was Capt. Alexander McDougall. It was while in command of HIAWATHA that McDougall worked out the plans for the historic whaleback or "pig." His unique design was the result of the experience he gained as he guided his ship and her two charges through the channels and open waters. In later years, when his whaleback project was at the pinnacle of success, he would remember his former employer. The nineteenth whaleback built was named THOMAS WILSON. Though never owned by Captain Wilson, this was the first of three ships to bear his name. The connection, moreover, is all the more interesting in that Capt. Joseph Sutherland Wood, who, in 1929, would become president of the Wilson Transit Company, began his sailing career as an oiler on the whaleback THOMAS WILSON in 1893. Capt. Wood passed away last September 24, at the age of 74.

The other noteworthy unit of Wilson's wooden fleet was the steamer YAKIMA, built in 1887. She was the first vessel on the Great Lakes to be

illuminated by electricity.

However, a year before YAKIMA set this precedent, another Wilson ship initiated a much more important feature of marine design. The steamer SPOKANE, built at Cleveland in 1886, was the first steel ship in the bulk carrying trade. Originally about 260' long, she was later lengthened by about 80'. After a successful career, which demonstrated the longevity of the steel hull, she was broken up in 1934. Although a few of the wooden ships named above came out shortly after 1886, the trend was then definitely toward steel ships. Wilson's second steel vessel was YUMA, a 330' straightback, a modification of the whaleback type. W. D. REES, a 410' vessel which is still sailing, came out in 1896. ANDREW CARNEGIE b A. W. OSBORNE, joined the line a year later.

In 1898, the steel barge DAVID Z. NORTON b SAGAMORE c KENORDOC, was built. She was usually towed by the W.D.REES. The steel barge, a type of which about 30 were built between 1890 and 1900, was a carry-over into steel of the old system of using cut-down sailing vessels as tow barges. It is interesting to note that most of these big steel barges (the NORTON measured 386' x 44') were at first classed nominally as "schooners," though few carried sail. The NORTON did not last long in the Wilson fleet, for she was sold, 1904 or 1905, to the Huron Barge Line and renamed SAGAMORE. The vessel is still going as KENORDOC of the Patterson fleet of Fort William, Ontario.

The year 1899 saw the arrival of the 464' x 50' steamer HENRY W. OLIVER b S.H.ROBBINS c BURLINGTON, one of the largest ships on the Great Lakes when built. She could carry 7,100 tons on 20' draft. This vessel was sold a year ago by Wilson to Canada Steamship Lines, who renamed her BURLINGTON. In 1900 CAPTAIN THOMAS WILSON b KICKAPOO, came from the Henks shipyards at Port Huron. She measured 440' x 50', and sailed until 1946, when she fell before the shipbreakers at Hamilton, Ontario. This freighter seems to have been the first to carry the white "W" on the sides of her stack. In later years all of the fleet, including the older vessels, were marked by this insignia. Up to then, the stack had been all black. The hull color of the Wilson ships has always been black, that of the cabins and superstructure, white.

By 1905, all of the wooden ships had been sold. The "Great Lakes Red Book" for that year lists only the six



W. D. REES

Young Photo

steel ships, SPOKANE, YUMA, W.D.REES, ANDREW CARNEGIE, HENRY W. OLIVER, and CAPTAIN THOMAS WILSON. In the same catalogue, the names of a dozen or more of the old wooden barges and steamers, once owned by Wilson, appear in the fleet of the Gilchrist Transportation Company. This is interesting, because not many years after this time two of the largest steel freighters of the Gilchrist fleet were sold to Wilson.

CHARLES S. HEBARD, 1906, and J.E. UPSON, 1908, were sisterships of 525' x 54' x 30', with a capacity of 9,500 tons. Between the years 1905 and 1912, about forty ships of these identical dimensions were built in Great Lakes shipyards. They compose the largest group of similar vessels, next in size to the present-day 600' ships. In their day the 525-footers were considered to be the ultimate in size and efficiency.

In the next 13 years no new ships were built for the Wilson Line, but three were acquired by purchase. Two were sisterships, GENERAL GARRETSON b E. J. KULAS c POWHATAN d CHARLES A. PAUL, and H. P. McINTOSH b EDWARD S. KENDRICK, 540'x54', built in 1907 for the Gilchrist Transportation Company, and acquired by Wilson about 1913. The third was the smaller FRANK E.TAPPIN a CHAS. W. KOTCHER, built in 1908 at Lorain for the Detroit Steamship Company, from whom Wilson bought her in 1916.

In 1921, JAMES McNAUGHTON, 606' x 60' x 32', arrived new from the River Rouge Yards of the Great Lakes Engineering Works. Three years later a similar vessel, WILLIAM C. ATWATER b E.J. KULAS, came from the same yard. This ship was the first on the Great Lakes

to be equipped with one-piece hatch covers. A specially designed crane, running on tracks the entire length of the deck, is used to lift these heavy all-steel covers. This device, the invention of Captain Joseph S. Wood, is now installed on all modern carriers.

The Wilson Transit Company took over three ships of the Kinney Steamship Company in the late thirties. They were ROBERT B. WALLACE a E. J. EARLING, 545'x55', built in 1906; A.T. KINNEY a CALDERA, built in 1908; and ROBERT L. IRELAND, 1914. The latter two measured 525' x 54'. At this time the old W. D. REES was sold to Cargo Carriers, Inc.

In 1942, the line surrendered its two oldest ships, CAPTAIN THOMAS WILSON and A. W. OSBORNE, to the Maritime Commission in exchange for one of the 16 new large freighters built by the Commission as part of the war construction program. When the new ship was launched, Nov. 14, 1942, she was christened THOMAS WILSON by the founder's granddaughter. For the war's duration, the two old ships were operated by the line under charter, CAPTAIN THOMAS WILSON having been renamed KICKAPOO. The new THOMAS WILSON

is 621'(overall)x 60'x 35'. She has a cruiser stern, and her power is supplied by a Lentz poppet-valve engine, a German development for which the American Shipbuilding Company secured patent rights before the war. The Lentz engine has 2 high- and 2 low-pressure cylinders and produces much greater efficiency per unit of fuel than the standard quadruple-expansion engine.

In 1946, KICKAPOO and A.W. OSBORNE were taken to Hamilton, Ontario, and broken up.

That the Wilson Transit Co. has been a leader in the development and improvement of the Great Lakes type of bulk carrier is proved by these innovations made by various Wilson ships:

1886, first steel bulk freighter, SPOKANE.

1887, first ship on the Lakes with electric lights, YAKIMA.

1925, first freighter to use the gyro-compass; first installation of radio telephone on a freighter;

first one-piece hatch cover--all on WILLIAM C. ATWATER.

1943, first cruiser stern on a Great Lakes freighter; first Lentz engines--both on THOMAS WILSON.

Subjoined is a list of the present Wilson fleet, with last names arranged alphabetically:

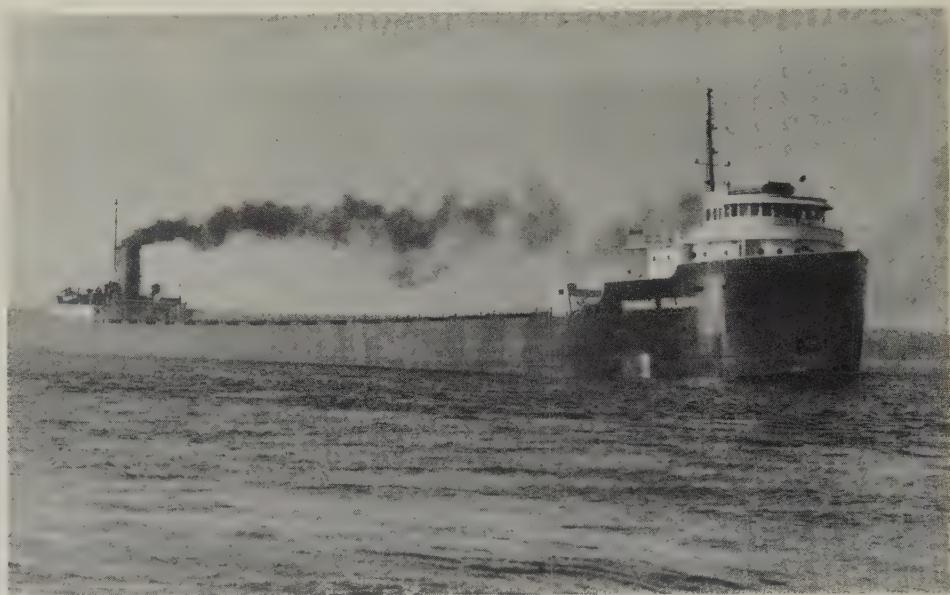
CHARLES S. HEBARD (1906), 525'x54'x30' 9,500 tons capacity.

ROBERT L. IRELAND (1914), 525'x54'x30' 9,500 tons capacity.

EDWARD S. KENDRICK (1907) a H.P. McINTOSH, 540'x54'x31', 9,700 tons cap'y.

A.T. KINNEY (1908) a CALDERA, 525'x54'x 30', 9,500 tons capacity.

E.J. KULAS (1925) a WILLIAM C. ATWATER,



THOMAS WILSON --Young Photo

606'x60'x32', 12,000 tons capacity.  
JAMES McNAUGHTON (1921), 606'x60'x32', 12,000 tons capacity.

CHARLES A. PAUL (1907) a GENERAL GARRETSON b E. J. KULAS c POWHATAN, 540'x 54'x31', 9,700 tons capacity.

FRANK E. TAPLIN (1908) a CHAS. W. KOTCHER, 440'x52'x28', 7,100 tons cap'y.  
J.E. UPSON (1908), 525'x54'x30', 9,500 tons capacity.

ROBERT B. WALLACE (1906) a E.J. EARLING, 545'x55'x31', 9,900 tons capacity.

THOMAS WILSON (1943), 621'x 60'x 35', 15,000 tons capacity.

#### LYTLE LIST BULLETIN

The big job of alphabetizing, annotating, and retyping the Lytle List was completed by the end of April. Principal subsidiary tasks remaining are clarification of some 200 more or less uncertain entries, addition of U.S. documented steamers of foreign origin, and final typing of a supplementary list of steamboat losses.

HIGH SEAS Stephan Gmelin, Editor; 1 English Village, Cranford, New Jersey

Waterman (Part II) Continuing the complete fleet list of one of America's shipping lines, this part includes all vessels built by Waterman since 1940. ships are in present fleet unless noted otherwise.

AFOUNDRIA (1943) Operated by company during war; in fleet.

ALAWAI (1944) a NEW HANOVER.

ANDREW JACKSON (1945)

ANTINOUS (1944)

ARIZPA (1943) a JEAN LAFITTE b WARREN.

AZALEA CITY (1943)

BEAUREGARD (1943) a AFOUNDRIA b WAYNE.

BIENVILLE (1943)

CHICKASAW (1944) a DAUPHIN b DEL SAN-\*

CHOCTAW (1943) a DASHING WAVE.

CITRUS PACKER (1943) a HERALD OF THE MORNING.

CITY OF ALMA (1945)

CLAIBORNE (1942) a SANTA MARIA b CHERUBIM.

DE SOTO (1944)

FAIRHOPE (1943) a WINGED ARROW.

FAIRISLE (1942)

FAIRLAND (1942)

FAIRPORT (1946)

GATEWAY CITY (1943) a IBERVILLE b SUMTER.

GOLDEN CITY (1943)

GOVERNOR BIBB (1943) a GEORGE H FITCH. Sold in 1949; c NORTH SKY.

GOVERNOR BRANDON (1944) a MINOR C. KEITH. Sold 1949; c ACTIUM.

GOVERNOR COMER (1943) a JOHN B. MOREHEAD. Sold 1949; c POLARUS SAILOR.

GOVERNOR DIXON (1942) a ABRAHAM CLARK. Sold 1949; c DOLLY N. GOULANDRIS.

GOVERNOR GRAVES (1943) a KEMP. P. BATTLE. Probably to be sold.

GOVERNOR HOUSTON (1943) a HALL S. KELLEY. Sold 1949; c DIDDO.

GOVERNOR KILBY (1943) a JEREMIAH M. DAILY. Sold 1949; c ATLANTICUS.

GOVERNOR MILLER (1943) a J. D. ROSS. Sold 1949; c IRENESTAR.

GOVERNOR O'NEILL (1944) a FRANZ SIGEL. Sold 1949; c SEAFAIR.

GOVERNOR SPARKES (1942) a PAUL HAMILTON HAYNE. Sold 1949; c DENISSE.

HASTINGS (1944)

HURRICANE (1944)

IBERVILLE (1943) b HYADES. Still in Navy.

IBERVILLE (1945)

JEAN LAFITTE (1943) operated by company in war; a JEAN LAFITTE b ARIZPA. In fleet.

JEFF DAVIS (1943) a JOHN LAND.

JOHN B. WATERMAN (1946)

KYNSKA (1945)

LA SALLE (1943) a ANTINOUS b BAXTER.

LAFAYETTE (1944) a TROUSDALE.

MADAKET (1945)

MAIDEN CREEK (1944) torpedoed 3/17/44.

MAIDEN CREEK (1946)

MOBILIAN (1943) a TYPHOON

MONARCH OF THE SEAS (1943)

MORNING LIGHT (1944)

NOONDAY (1944)

PONCE DE LEON (1944) a VENANGO.

RAPHAEL SEMMES (1942)

STONEWALL JACKSON (1942) a HOTSPUR b LA SALLE (U.S. Navy).

TOPA TOPA (1944) b GRAFFIAS. Still in Navy.

TOPA TOPA (1945)

WACOSTA (1944)

WAR HAWK (1943)

\* TOS c THURSTON.



HOTSPUR (1942) later STONEWALL JACKSON



YOUNG AMERICA (1943)  
Courtesy Marine Digest, 3/5/49.

WARRIOR (1943)
WILD RANGER (1946)
YAKA (1944)
YOUNG AMERICA (1943)

Many familiar American ships now appear with new names under the Italian flag. Here are a few: BLACK GULL (1919) a CITY OF ALTON c NIRA LUCKEN-BACH d ROSALIA; CEDAR SPRING (1918) b HARRIET c DAN d LUCIANO e ULIFFE; CUBA (1921) b PACE; HENRY D. WHITON (1921) b AMABILITAS; HERMAN FRASH (1920) b AUCTORITAS II; MAHIMAH (1921) b MONGIBELLO; MARGARET LYKES (1919) a MOSHICO c ATHAMAS d LAGO ROSA; MISSOURIAN (1922) b EMPIRE SWAN c BELGIAN FREIGHTER d CAP POTIE e GENOVA; SANTA MARIA (1928) b BARNETT, c SORRENTO; WILLIAM LUCKENBACH (1913) a POMMERN b RAPPAHANOCK d MARIA C.

Lykes has added three C-l's to its post war fleet: BRINTON LYKES (1944) a CAPE ARCHWAY; MARION LYKES (1944) a CAPE POSSESSION; SHIRLEY LYKES (1943) a CAPE GEORGIA.

Pope and Talbot fleet list additions. From both Pope and Talbot and Don Gammon, we hear that HOLLYWOOD (1920) was wrecked off Gironde River, France, 1945. SILVERADO (1918) was still registered in 1947. Picture by Don Gammon shows her at Hawaii, 1941 as U.S. Army transport.



SILVERADO, courtesy Don E. Gammon

Broken Up. ONEIDA VICTORY (1944) and JOHN I. NOLAN (1943) (both damaged condition); BACK BAY (1908) a BURLINGTON b JUNEAU; BROCKTON (1908) a BENNINGTON b VALDEZ; MENEMSHA (1918) a LAKE ORANGE b JOHN GEHM; MONOMOY (1918) a LAKE ARLINE b J. FLOYD MASSEY JR; BENNINGTON (1897) a EDUARDO SALA b ST. PAUL; SAMOA (1918) a LAKE PEIPIN; MARYMAR (1919) (formerly Calmar) a COLORADO SPRINGS; SAMLONG (1943) (EC-2 loaned to Britain during war); CHAS. KURZ (1918) (tanker) a AVONDALE b TRACY BROTHERS; GULFPRINCE (1921) (tanker); LA PLACENTIA (1921)

(tanker); EDWARD PEIRCE (1914) (Mystic); SEWALL'S POINT (1918) (Mystic); TOLOA (1917) (United Fruit); UNICOI (1920) a UNICOI b EXCELSIOR.

Scuttlebutt: Contract has been awarded for U.S. Lines running mate for AMERICA. Newport News will build 48,000-ton liner to be named UNITED STATES. JOHAN DE WITT (1920) (Nederland Line) has entered N.Y.-Mediterranean service as Greek NEPTUNIA. NORBELLA (1920) a MANDARIN b STUART DOLLARc FLORIDIAN (Amer. Hawaiian) stranded 8/48 and now being broken up. TAI PING (1921) a CHOLUTECA (United Fruit) sunk in collision in Bonham Strait.

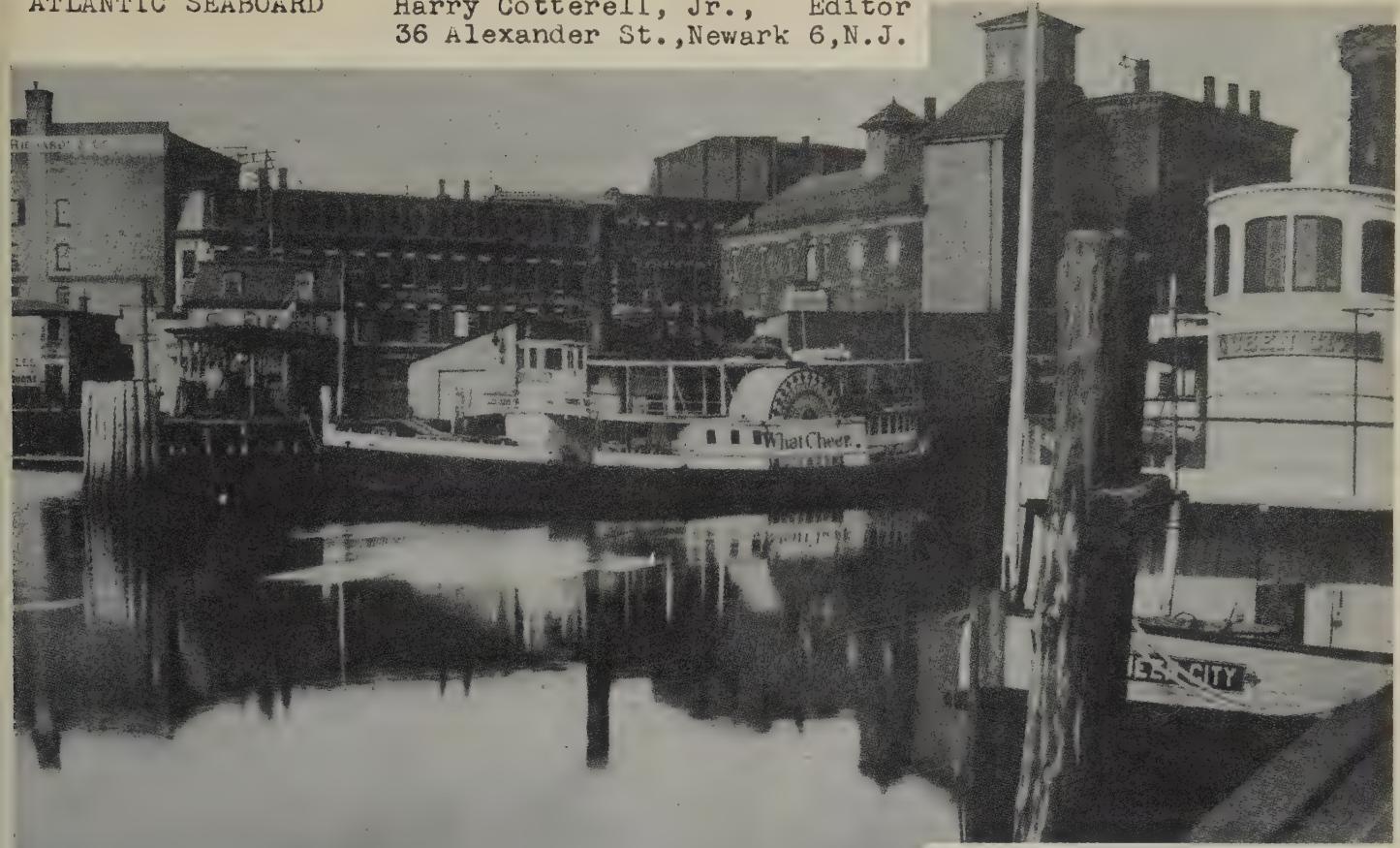
New Turkish Names. CANKIRI (1932) a HAITI, b PUERTO RICO, c MONTEREY has been renamed ADANA. ELAZIG (1938) a IMPERIAL has been renamed TRABZON. EXOCHORDA (1931) b HARRY LEE is now TARSUS. IROQUOIS (1927) b SOLACE is now ANKARA.

QUEEN OF BERMUDA, a tour of which was a feature of S.S.H.S.A.'s spring convention in New York

Courtesy Furness Bermuda Line



ATLANTIC SEABOARD

Harry Cotterell, Jr., Editor  
36 Alexander St., Newark 6, N.J.

On Providence River In The Steamboating Nineties

Headliners this month are the Hudson River Day Liners, which we welcome back after their close brush with destiny. ROBERT FULTON opened the rejuvenated service (which will extend only to Poughkeepsie) May 28, carrying 2,800. ALEXANDER HAMILTON made the Line's first moonlight the same date. PETER STUYVESANT, its only screw boat, has been through the repair yard of Tiegtjen & Lang at Hoboken, and is substituting for BEAR MOUNTAIN a CLERMONT on the Sutton Line, handling charters and regular moonlights from Pier A, North River. HENDRICK HUDSON, biggest and oldest, is laid up at Indian Point.

SANDY HOOK, the famed "Flyer," began her 60th year of service May 16, with some charters out of New York. Plans are afoot to convert her into an oil-burner next winter. CHAUNCEY M. DEPEW a RANGELEY, now owned by SS. Sandy Hook, Inc., was brought from Boston to Atlantic Highlands late in April, and prepared to enter service between that point and New York May 27.

CITY OF KEANSBURG, sleek 2-stacker of the Keansburg Line, came out of hibernation at Keyport May 13 with a charter sailing, and began regular weekend service between New York and the 'Burg May 14. Daily service began May 28. CITY OF NEW YORK, the former Chesapeake paddler TALBOT, was to aug-

ment the service starting that date.

LIBERTY BELLE, the Wilson Line's big Diesel, is at N.Y. for the season.

LIBERTY a BOOTHBAY b GRAMPUS c DEEPWATER carries on alone between Manhattan and the Statue of Liberty; MAYFAIR a PANSY, former lighthouse tender, being laid up at Pier A.

Among the sightseeing craft this season is MANHATTAN a ELECTRONIC b NORTH HAVEN. Resplendent inside and out with fresh paint, she circles Manhattan Island twice a day.

Steam lighter KEARNY a S. B. GREECEN 116983, of Newark Terminal & Trans. Co., main character of "Vagabond Voyage Down The Passaic" (SB:iv52), has been dismantled at Pt. Richmond. A newcomer to the same fleet is TRANSPORT a CRRoofNJ NO. 30 214247, a 327-ton steel steam lighter blt. Elizabethport, 1916.

Double-Ender Notes.... Good news of BRINCKERHOFF. She was spotted by Ed Clark May 8, rounding the Battery under her own steam, presumably bound for her annual overhaul, prior to resuming passenger service between Bridgeport and Pleasure Beach. Her trip to the boneyard seems averted, for the present.

CHATHAM a HAMBURG, Hoboken ferry which it took 2 days to launch at Newburgh in July, 1891, has been converted to Diesel, becoming the first railroad-owned Diesel ferryboat at New York.

Her only external change is a short, oval, capped stack, with big Klaxons.

Sunrise Ferries' newest boat is SPICA, an Eads Johnson design 64'10" double-ended Diesel. Built with rounded ends, she will ply between Perth Amboy and Tottenville, with PIERMONT and ALTAIR, both of which have had their ends rounded to fit the slips used so long by the steam sidewheelers CHARLES W.GALLOWAY and PERTH AMBOY. IRVINGTON and CAPELLA now run Elizabethport, N.J.-Howland Hook, S.I., while two more of the 64'10" class, DENEB and VEGA, ply the Kill van Kull between Port Richmond, S. I., and Bergen Point, N. J. QUEEN MARY a COXSACKIE, a gas-scow ferry, is held as spare at Elizabethport.

Washington had very good and very bad steamboat news in May. DISTRICT OF COLUMBIA resumed Norfolk service May 5. Fully repaired and fitted with radar and oil-burners, she now wears the red collar of her new owners, the Old Bay Line, on her formerly all-black stack.

On May 24, POTOMAC a ALBANY sailed away for the last time, at the end of a towrope. During the preceding weeks, she had been dismantled, except as to hull and major superstructure units. BEAR MOUNTAIN a WILLIAM G. PAYNE b BRIDGEPORT c HIGHLANDER succeeds her.

Hampton Roads News (courtesy of John Lochhead).... SOLACE a IROQUOIS, converted at Newport News for Turkish owners, has been renamed c ANKARA.

Two former Eastern SS.freighters, SANDWICH a LAKE FALUN and FALMOUTH a LAKE FLORAVISTA, now Panamanian, called here last winter carrying potatoes from P.E.I. FALMOUTH is now c PINTA.

CAVALIER, now tied up at Yonkers, N.Y., is involved in a fraud charge by the Government against a Norfolk man. Before the war, she and QUAKER ran as fast Philadelphia-Norfolk freighters.

Virginia Ferry Corp. sank 9 concrete ships last winter as a breakwater for their new Nottingham Beach terminal, which is to be in operation, replacing Cape Charles, by the spring of 1950. Of the sunken ships, which were of the Cl-S-D type, largely built by southern yards during the war, the following have been identified: W.A. SLATER, LEONARD CHASE WASON, ROBERT WHITMAN LESLY, WILLARD A. POLLARD, ARTHUR NEWELL TALBOT, EDWIN THACHER.

Two of the handful of sidewheel ferries at Norfolk had fog trouble in March. SEAWELLS POINT climbed a sandbar but floated free after  $2\frac{1}{2}$  hours. CHESAPEAKE, after wandering 2 hours, gave up trying to find Newport News and returned to Norfolk.

ATLANTIC SEABOARD (Philadelphia area, Edward O. Clark, Editor)

Undaunted by construction work on Pigeon Point bridge, Del.-N.J. Ferry Co. has added two ferries, bringing its fleet to 10. NEWARK and CHICAGO arrived under tow from Hoboken in February, leaving NEW BRUNSWICK to ply the PRR Jersey City ferry route alone.

RELIANCE a HUDSON-ATHENS, blt. 1922 as Atlantic seaboard's first straight Diesel double-ender, went to Cape May in 10 hours Election Night, under her own power. Thence tug MARGARET MORAN towed her to Tottenville, S. I., where she still lies, apparently for sale.

Her replacement as spare boat on Navy Yard and Chesapeake City ferries, CITY OF HOPEWELL, remains at Kaighn's Point, where she has been extensively rebuilt and fitted with a new power plant, two 165-hp. Gray Diesels.

Chesapeake City Bridge is due to be completed by fall, putting the ferry GOTHAM out of a job.

Twenty-nine passengers had an unexpectedly long stay aboard Chester ferryboat CAPE MAY the morning of May 18. In a pea soup fog that kept Phila. tugs from coming downriver to her aid, she grounded on a mud flat just north of the Raccoon Island slip. It was an ebbing tide, and there she sat for ten hours, in spite of her sister DELAWARE's efforts to haul her off.

A good contingent of SSHSA members from N. Y., Phila., and Baltimore took MOUNT VERNON's May 1 trip from Phila. to Baltimore. In the upper Chesapeake they sighted a familiar-looking barge which even at a distance had an air of distinction. Closer, it proved to be CHARLES MACALESTER, once the fine iron sidewheeler which preceded MOUNT VERNON on the Mt. Vernon route. Wilson Line plans to schedule a daylight Baltimore-Philad. trip this fall; also special Baltimore-Cambridge trips.

CITY OF WASHINGTON began her regular Phila.-Wilmington trips Sunday, May 22, making three round trips daily.

ATLANTIC SEABOARD (New England, Canada, Newfoundland. C.Bradford Mitchell, Ed.)

Brightest New England News....TI-CONDEROGA has cheated the graveyard. Bought in at auction May 10 by Martin, son of Alanson Fisher, her last master under Champlain Transportation Co., she is to be fitted for 1949 excursions, again under Alanson Fisher's command.

The new lease on life so happily taken by TICONDEROGA, and by the Photo-

mac and Hudson River lines had a hopeful echo in the New Brunswick legislature April 1, when Harold B. Gault argued for revival of Saint John River service. SSHSA member Gault, recently elected to represent Saint John City, said he was informed the provincial government would subsidize any "concern which wished to reestablish and maintain such a steamship service."

At Belfast, Me., the whistle of BELFAST b ARROW, wrecked in 1947 near Long Beach, Wash., will be heard again this summer on the Belfast Packing Co. plant.

Boston Line-Up For 1949.... Contrary to pessimistic press forecasts, YARMOUTH reopens Eastern's Yarmouth Line on Bunker Hill Day. FRANCIS SCOTT KEY comes from Baltimore to join Nantasket Line, which it is rumored may retire MOHAWK. VIRGINIA LEE, slated for the Provincetown run, was still at Baltimore May 30, undergoing a reconversion which reportedly includes the fashionable switch to Diesel. Wilson Line excursions devolve upon the Diesel BOSTON BELLE a PC-1258--still receiving finishing touches at Wilmington as this goes to press. WESTPORT, fishing excursion steamer, is also on hand. All this, thanks to Loren Graham.

New Bedford, Woods Hole, Martha's Vineyard & Nantucket SS. Authority finally took title to the steamers and other property of Mass. SS. Lines April 28. Three months before, the Island Line's prewar flagship NAUSHON b JOHN

A. MESECK was inspected at Jersey City by Albert F. Haas, the Authority's engineering consultant, with a view to possible reacquisition; but no more has been heard of it.

Another Island Line war veteran, NEW BEDFORD, idle 3 years, is reported by C. H. Luffbarry to be commencing Providence-Block Island service in July. Of last year's contestants in that trade, NAUGATUCK had shown, by May 15, no sign of coming out of winter quarters at Perth Amboy; and CHAUNCEY M. DEPEW was at Atlantic Highlands, under new ownership. Narragansett Bay's only other steam passenger line, Jamestown-Newport Ferry Co., was urged March 29, by a committee investigating its affairs, "to look into the purchase of ferries from Chesapeake Bay Ferry Co."

SELDEN III is the new Diesel double-ender built early this year for Warner Ferry across the Connecticut (Chester-Hadlyme). There has been much opposition to a proposed rebuilding of terminals to accommodate her since, unlike her predecessors, she does not carry end-aprons. It is said the beauty of the riverfront will be spoiled.

New London Freight Lines' ferry ORIENT a LSM-230 was hard aground in fog 3 hours at Eastern Point May 18, on a pre-season run to New London. The Thames' sole steam passenger boat, COL. JOHN E. BAXTER a FISHERS ISLAND, writes Doris Green, "is a pretty sight steaming in and out several times a day."

#### WEST COAST

The bulk of current news is Canadian. The new PRINCESS MARGUERITE (SB: 16) replaces PRINCESS CHARLOTTE 126236, blt. Govan, 1908. PRINCESS PATRICIA, sister to the MARGUERITE, was launched late in 1948 at Glasgow by Lady Patricia Ramsay, formerly H.R.H. Princess Patricia, for whom the first PRINCESS PATRICIA was renamed in 1912. Built at Dumbarton, 1902, as the Clyde steamer QUEEN ALEXANDRA 115685, this was the second commercial vessel with Parsons steam turbines. Purchased by CPR, 1912, after a fire, she was brought to the coast and ran till scrapped about 1937.

PRINCESS KATHLEEN 150908, blt. 1924, and her sister PRINCESS MARGUERITE 150910, blt. 1925, were named for the daughters of Lord Shaughnessy, former CPR president. The KATHLEEN is back in service, but the MARGUERITE was lost in the war. PRINCESSADELAIDE 126948, blt. Govan, 1910, was withdrawn and placed on sale by the CPR late in 1948. Greek interests are negotiating to purchase

Robert W. Parkinson, Editor

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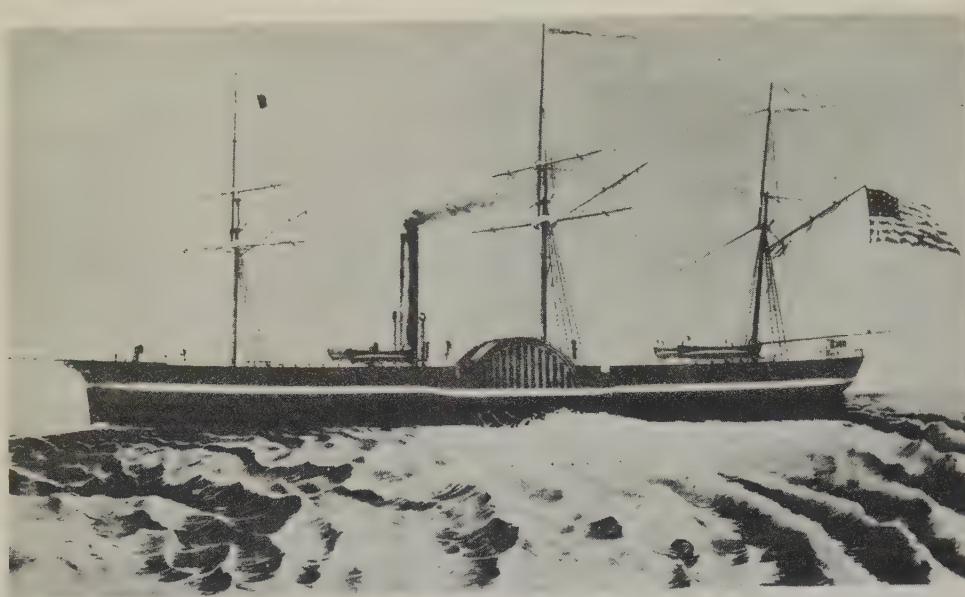
her and PRINCESS ALICE, also retired. They were recently inspected by Spyro Typoldus of Piraeus, with an eye to Mediterranean use. Mr. Typoldus also went over the PRINCESS CHARLOTTE.

The CPR has also ordered a 6000-ton 340' passenger-auto ferry for Vancouver-Nanaimo service. Built in Scotland, she will handle the traffic to Vancouver I., which increased from 40000 cars in 1939 to 80000 last year. She will replace PRINCESS VICTORIA.

First of the "Prince" ships of the Grand Trunk Pacific, now the CNR, was PRINCE ALBERT a BRUNO 99584, blt. Hull, 1892, for North Sea trade. She came to B.C. in 1910, was sold in 1925, and until repeal toiled as a rum runner. Sold to a deep-sea log raft towing company, she became c J. R. MORGAN. She is for sale, being replaced by the former RCN corvette SUDBURY.

An unconfirmed report, via WJ, is that DELTA KING has been dismantled at Antioch, for conversion to a barge.

## -- CENTENNIAL OF CALIFORNIA STEAMBOATING --



PACIFIC MAIL STEAMSHIP "CALIFORNIA"  
The first steam vessel to enter San Francisco Bay.

Courtesy Mariners' Museum

February 22, 1849, the sidewheel CALIFORNIA of the Pacific Mail SS. Co. was the first vessel to steam through the Golden Gate. She was followed, April 1, by OREGON; June 4, by PANAMA. All three went into regular service, San Francisco-Panama. On June 20, a screw steamer first entered the Gate--U.S.S. MASSACHUSETTS. In the holds and on the decks of sailing vessels en route to the Gold Fields were materials for the construction of river steamboats, with engines and boilers--and complete little steamers shipped knocked-down. Other steamers had left sheltered eastern waters and were fighting the seas to reach the waters of the Sacramento.

Steam on the Pacific goes back to 1822, when RISING STAR a NORTH POLE (1818), a British ship with auxiliary engines, crossed the South Atlantic and reached Valparaiso. Next the little TELICA sailed out, was changed to steam at Guayaquil, and plied a few years on the South American coast under the Colombian flag. Regular service to the west coast of South America began in 1840 with the British CHILI and PERU, Pacific Steam Navigation Company.

BEAVER, first steamer of the northwest coast, was launched on the Thames May 2, 1835, for the Hudson's Bay Co. Under sail she came via Cape Horn and Hawaii to the Columbia, where her paddles were placed and machinery connected. She was under steam May 17, 1836, and left June 18 on the first trading cruise of her 53-year career. There is no record that she was ever in San

Francisco Bay, though an erroneously titled picture has been circulated.

Perhaps it was with some concern that the officers of the Russian American Company heard of the plans of the Hudson's Bay Co. for a steam trading vessel, for in 1835 they placed an order with Boardman of Boston for merchandise including machinery for a steamboat. In 1837, this was received at New Archangel (Sitka), and in 1838 another steamboat engine was ordered.

During the period 1839-1841, the Russians built the steam-

er NIKOLAI I, of 60 hp., the tug MUIR, of 8 hp., and two pleasure steamers of 2 hp., one for the Governor and one for Muir. Muir, or perhaps Moore, was an American, engineer on NIKOLAI I, and foreman of the machine shop which built the entire engines for MUIR and the pleasure steamers. MUIR was used for towing vessels in and out of the harbor, the only one in the North Pacific with a shipyard. She is believed to have been the steamboat brought to San Francisco October 19, 1847, on the Russian brig NASLEDNICH for Wm. A. Leidesdorff. She bore no name on the Bay, being known as "the steamboat," the "pony power," and the "Little Sitka." She made a couple of Bay excursions and a very unsatisfactory round trip to Sacramento. Sunk at anchor by a storm, February 12, 1848, she was rebuilt as schooner RAINBOW.

Fuller data on many steamers mentioned in this note may be found in Kemble's The Panama Route 1848-1869, Wardle's Steam Conquers the Pacific, Lawson's Pacific Steamers, and Lewis & Dryden's Marine History of the Pacific Northwest. See also "The Advent of the BEAVER," W. Kaye Lamb, British Columbia Historical Quar., II:3 (July, 1938) and "The First Steam Vessel to Navigate San Francisco Bay," J. H. Kemble, California Historical Soc. Quar., XIV: 2 (June, 1935). Considerable Russian American marine data exist, but require translation. Can any Boston reader supply data on the steamboat machinery sent to Sitka?

Early records of pioneer steamers on the Sacramento and San Joaquin in '49 are vague and contradictory. Even the works of Hubert Howe Bancroft cannot unscramble their conflicts. Journals of the pioneers associated with these steamboat ventures disagree as to dates and other details. Nor do the newspapers give accurate data. Several vessels arrived in July with knocked-down steamboats, each claiming to be the first. Allen R. Ottley and the writer have searched newspapers, Argonauts' logs, memoirs, and other sources, and have found much, but are still seeking many links in the chain. Edward O. Clark has supplied information on the origin of some steamboats from Philadelphia, and other members have furnished facts and assisted in other ways. Many diaries of returned Argonauts; letters, and memoirs exist in the East, owned by descendants and by libraries and historical societies. Any further data on these pioneer boats will be greatly appreciated.

There follows a brief outline of the 1849 steamboats.

July 5. Ship LEONORE arr. S. F. Left Boston Feb. 1. New England & Cal. Mining & Trading Assn. sidewheeler NEW ENGLAND, 28 tons, assembled at Benicia. Completed in Aug. Cost \$1700. Boats being in such demand, owners hoped to sell for \$100000, refused \$30000, but sold for \$35000. Adv. Aug. 23 to run Sacramento-Springfield(17 mi.upriver). Mentioned as running Sacramento-Butte City in March and April, 1850.

July 6. Ship EDWARD EVERETT arr. S.F. Left Boston Feb. 12. Boston & Cal. Mining & Trading Co. boat and engine had been worked on aboard ship north of Valparaiso. Ship to Benicia July 10, 2 days after LEONORE. Stbt. laid down July 13, launched Aug. 15--flat-bottomed sidewheeler, 80' or 56' long, 18' or 15' beam, 20" draft; 6, 10, or 12 hp. Arr. Sacramento Aug. 17. Sold there before Aug. 24 for \$6000. Prior to sale apparently had no name. Two of her company call her PIONEER, another EDWARD EVERETT JUNIOR, another LADY WASHINGTON, others WASHINGTON. May be the GEORGE WASHINGTON reported by Sacramento paper of Oct. 6 as snagged above that city. Other accounts say the EDWARD EVERETT boat snagged soon after it went into service. LADY WASHINGTON also described as sternwheel scow blt. Sutter's Embarcadero (Sac.) in Sept.

Aug. 5. Schooner JAMES L. DAY arr. S.F. Left N.Y. March 3. Sidewheeler SACRA-

MENTO assembled near city in Sept. and running that month (16 hp., 2 engines, 7 knots, 100 passengers). Owned and operated by Capt. John Van Pelt, formerly of Staten Island. Too weak for Bay; so connected at "New York of the Pacific" (near river mouth, now part of Pittsburg) with JAMES L. DAY and others for S.F. A steamer of this name was on the route south from S.F. to Alviso (for San Jose), Dec. through Feb. May have been a different one, as by 1851 the Van Pelt steamer had become a ferryboat at Sacramento.

Aug. 7. Brig ONIOTA arr. S. F. Left Phila. Jan. 11, with 40' iron ISLANDER, built Phila., 1846. Had 4-hp. engine by Reaney, Smith, & Neafie of Kensington, turning twin Loper flat-bladed propellers. Draft 3'; 7 knots; 30 passengers. Ran South St. to Point Airy on Windmill I., of beer-garden note. Adv. Oct. 27 as for sale at Sacramento. Diary entries, Dec. 6 and 8, say unable to stem current from Sacramento upriver. Aug. 25 Sacramento paper mentions arrival of a Phila. stbt. during week.

Sept. 9. Ship SAMOSET arr. S.F. Left N.Y. March 21. Iron str. MINT shipped out by R.B. Forbes of Boston--36 tons, 75' or 50'x15', 75 hp., 60-80 passengers. Built 1848 by Hogg & Delamater & Ericsson. Trial trip Oct. 9, S. F. Arr. Sacramento on first run Oct. 11.

Sept. 13. Ship MAY FLOWER arr. S. F. Left New Bedford April 2. N.B. & Cal. Mining Co. Brought Merrimac River sternwheeler LAWRENCE, variously described as 82'x23', 80'x18', and 108'x10'; and of 3', 2', and 16" draft. Had made first trip Newburyport-Haverhill June 16, 1848, thereafter running Lowell-Lawrence. Assembled at New York of the Pacific. First stbt. to Stockton, in Nov. On Sac.-Marysville run Dec. 27.

Sept. 16. Ship LEVANT arr. S.F. Left Phila. Feb. 26, with sternwheeler CAPTAIN SUTTER, 51 tons, 90'x18'x6', blt. at Birely's upper yard, Phila. Engine of 35 hp. ( $13\frac{1}{2}' \times 4'6''$ ) by Reaney, Neafie & Co. Assembled at S. F. by Domingo Marcucci and associates in employ of George W. Aspinwall, brother of Wm. H. but unconnected with the Pacific Mail. Trial trip Nov. 16. Went on direct run S. F.-Stockton. In March, Wm. Heath Davis and associates had advertised that str. J.A. SUTTER would start running S.F.-Sacramento July 1. However, their representative in Phila., finding another boat building for other owners, cancelled the order, a step which greatly displeased his principals.

MIDWEST Rev. Canon F.C. St. Clair, Ed.  
514 N.Eighth St., Manitowoc, Wis.



DELT A QUEEN, from a company folder.

#### The Lady of the House:

On April 23rd the DELTA QUEEN sailed from Cincinnati without Captain Mary Becker Greene. Two days later, the friends who had loved her, admired her, and felt humble in the presence of her talents turned toward that river port in person or in spirit, to pay her their last respects. Some of them had known her intimately and for a long time; some very briefly, as passengers on a single Greene Line cruise. But to all of them, old friend and one time voyager alike, Mary Greene had been more than a "lady captain," albeit the foremost woman of our time to bear that distinction. She had been for years the head of a family, and the presiding spirit of a home. That home had been open to all who sought its hospitality. Although it was a steamboat, not a house, its passengers always felt that they were guests in a family home, and they went ashore feeling proud that they had been permitted a brief share in her family's life.

Captain Mary was the always cordial, yet always dignified hostess. The home to which she welcomed most of us was the GORDON C. GREENE, which bore her husband's name. To a few latecomers, it was the DELTA QUEEN over which she ruled with her unique combination of technical excellence, practical motherliness, and unaffected kindness. Whichever boat it was, she was the unobtrusive center of its daily life and business; and one never thought of the floating home without thinking of the lady who lived in it.

In recent years, it became a sort of fashion for Greene Line habitues to say, "She doesn't take the wheel very often now." It was said with affection and pride, as one might say of an uncle on the Supreme Bench, "He doesn't practice law very much now." Perhaps that is the best way to leave it. She doesn't take the wheel very often now. But

it was palpably untrue to say that the DELTA QUEEN sailed without her. Neither the DELTA QUEEN nor the GORDON C. GREENE will ever have to sail without her again. --C. Bradford Mitchell

#### Great Lakes Notes \*

Bob-Lo Excursion Co. of Detroit, owners of COLUMBIA and STE. CLAIRE, recently voted to liquidate on account of increasing operating costs and labor demands. For the same reason, Ashley & Dustin Steamer Line, owners of PUT-IN-BAY, lately discontinued their service. Assets of the Bob-Lo line, including the two steamers, the ferry PARK, Bob-Lo Island in Detroit River, and docks at Detroit and Amherstburg, have been bought by Troy H. Browning of Detroit, who will operate the line as usual. PUT-IN-BAY has also been sold, after 38 years' operation between Detroit, Put-in-Bay, and Sandusky. She will make short trips on Detroit River this season.

It was reported May 21 that Pelee Shipping Co. had abandoned attempts to salvage PELEE, aground 200 feet off the West Dock at Pelee Island, Ont., and that the steamer, which makes regular trips between Kingsville and Leamington, Ont., the island, and Sandusky, O., was abandoned to the insurance company. A later report says, however, that PELEE will run as usual this year.

Canadian National passenger propeller NORTHUMBERLAND was damaged by fire June 2 at Port Dalhousie, Ont., to the extent of \$200,000. About to start her 39th year on the Toronto-Port Dalhousie run, she may not be rebuilt.

Eugene Herman, expert on the Lakes, and editor-publisher of the Great Lakes News, died in Cleveland in January. Mrs. Herman and others will continue the publication.

The new Commerce Line, C. A. Peel of Grand Haven, Mich., President, has received a certificate of convenience and necessity from the ICC to operate former lighthouse tenders HYACINTH b NORTH WIND and AMARANTH b SOUTH WIND in package freight service between Milwaukee and Grand Haven. They have been converted from steam to Diesel.

A flight deck to carry new automobiles has been built on T.J. McCarthy SS. Co. steamer GEORGE H. INGALLS at Buffalo, making her total capacity 500 cars. A similar deck was added at Detroit to the smaller GEORGE W. MEAD, enabling her to carry 100 more cars.

Sarnia Steamships, Ltd., Port Colborne, Ont., has purchased motor bulk carrier SUN CHIEF a TURRET CAPE from

Saguenay Terminals and renamed her WALTER INKSTER. Built 1895, Sunderland, G. B., 253'x44'x19.4', she came to the Lakes September, 1902; went to the coast about 1915. Has carried bauxite in Caribbean for past 5 years. Sarnia's C. H. HOUSON is renamed PAUL MANION; Colonial's MILVERTON (being rebuilt), CLARY FORAN.

Interstate SS. Co. of Ashtabula, which owned B.F.JONES, WILLIS L.KING, JAMES LAUGHLIN, and THOMAS WALTERS, as a wholly-owned subsidiary of Jones & Laughlin Steel Co., has transferred all four to direct ownership of the steel company and dissolved.

POLARIS, an LST converted to a tanker at Oakland, Cal., for Cleveland Tankers, Inc., was brought up the Mississippi and Illinois Rivers in the spring. Their EDGEWATER has been rechristened ORION.

Paterson Steamships, Ltd., recently purchased barges FLORENCE J. a MARTHA b MAUREEN H. and ALFRED J. a W.LE-BARON JENNEY from Great Lakes Lumber & Shipping Co., and rechristened them OWENDOC and COLLINGDOC II. CARTIERDOC of same line has had her depth increased about six feet.

Key Line Steamers rechristened SUREWATER b KEYWEST II and TRENORA b KEYSHAY. Tankers Terminal & Transport, Ltd., rechristened motorship THE INLAND (a STEEL CHEMIST) c TRANSINLAND.

Direct freight service between Cleveland and Le Havre, France, was inaugurated in May by PRINS WILLEM III of the Dutch Oranje Line.

T.H.Browning SS. Co. of Detroit, operating CORALIA, CRESCENT CITY, FRED L. HEWITT, and D. A. MOLONEY, has contracted with Kaiser-Frazer to haul ore from the head of the Lakes to Cleveland. CORALIA will become T.H.BROWNING.

The Browning company has acquired all capital stock of Nicholson Universal SS. Co., whose steamers it has operated since the end of the war.

Hanna freighter EMORY L. FORD brought the year's most valuable cargo--flax worth more than \$3,000,000--from Superior to Buffalo last December.

PETER REISS of the Reiss fleet has been made a self-unloader at Manitowoc.

#### Announced Service for 1949:

Greene Line Steamers: River cruises on DELTA QUEEN (from Cincinnati) and GORDON C. GREENE (from St. Louis).

Streckfus Steamers: Excursions on ADMIRAL (St. Louis); PRESIDENT (N. Orleans).

Chicago, Duluth & Georgian Bay Line: NORTH AMERICAN, Chicago-Buffalo; SOUTH AMERICAN, Duluth-Buffalo, with stop (1st year in many) at Mackinac I.

Detroit and Cleveland Nav. Co.: GREATER DETROIT and CITY OF DETROIT III (now oil-burner), Detroit-Buffalo; EASTERN STATES and WESTERN STATES, Cleveland-Detroit; CITY OF CLEVELAND III (now painted white), Detroit-Mackinac I.-Sault Sainte Marie. Detroit-Cleveland boats will make both day and night trips, with day stops at Cedar Point and Put-in-Bay.

Cleveland & Buffalo Transit Co. of Ill.: CITY OF GRAND RAPIDS, day excursions, Chicago-St. Joseph.

Wisconsin & Michigan SS. Co.: MILWAUKEE CLIPPER a JUNIATA, Milwaukee-Muskegon. HIGHWAY 17 is in same service, carrying automobiles and trucks.

Chesapeake & Ohio Ry.: Carferries PERE MARQUETTE 18, 21, and 22, CITY OF SAGINAW 31, CITY OF FLINT 32, CITY OF MIDLAND 41, Ludington-Milwaukee, Manitowoc, and Kewaunee.

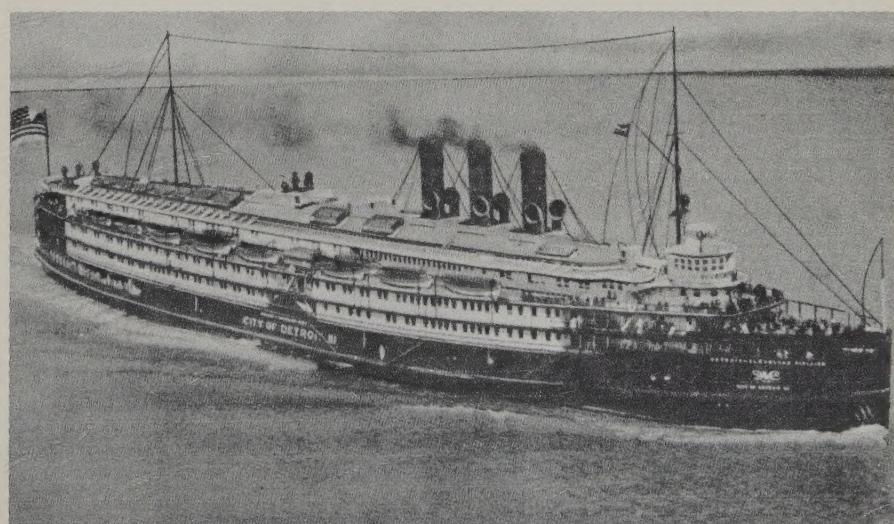
Ann Arbor RR.: Carferries ANN ARBOR NO. 3, 5, 6, and 7 and WABASH, Frankfort-Manitowoc, Kewaunee, Menominee, and Manistique.

Arnold Transit Co.: ALGOMAH II, MACKINAC ISLANDER, CHIPPEWA a MARY MARGARET, and OTTAWA, Mackinac Island-Mackinaw City, St. Ignace, and The Snows.

Northern Navigation Line of Canada SS. Lines: NORONIC, Detroit-Duluth.

Neuman Line: motorboats from Sandusky to Kelley's I. and Put-in-Bay.

Crystal Beach Transit Co.: CANADIANA, Buffalo-Crystal Beach, Ont.



CITY OF DETROIT III

**Pilot House**

STEAMBOAT BILL OF FACTS, a publication relating to American steam vessels and other power-driven craft, past and present.

Issued to promote and co-ordinate the activities of historians and collectors, by the Steamship Historical Society of America. The success of STEAMBOAT BILL is a tribute to the co-operation of SSHSA members. Opinions expressed by the authors are not necessarily those of the editors. Subscription to STEAMBOAT BILL is through membership in the Steamship Historical Society of America. Single copies 75 cents.

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The AQUITANIA, from an old menu cover used aboard the famous ship when she was flagship of Cunard Line.

**COD  
Exchange**

Capt. L.H. Bayers, Juneau, Alaska, says he and Curator Edward Keithan, Alaska Territorial Museum, are seeking the origin of a pewter vase. Mr. Keithan, he says, acquired "a vase...an old Native in Hoonah, Alaska, claims...he 'salvaged' from the wreck of a steamship in Icy Straits many years ago. I...found a record of several vessels having come to grief in the Hoonah area but cannot be certain from which vessel the vase came. Now, here is where you all come in: The vase or decanter has the company insignia...obviously that of some New York concern in existence prior to World War I. It displays the bordered lettering 'N.Y. and C.M.' in an oblong circle around a wavy flag with a large white 'W' centered. Is this insignia familiar to any of our members--or do any of them know where I can find a record of old insignia?" (Box 305, Juneau)

LATE HIGH SEAS NOTE---After her auspicious start in West Coast service, GEORGE WASHINGTON (224216) was sold French in April by Alaska Trans. Co.

BOOK REVIEW (See also page 48) \* \* \*  
Ships of the U.S. Merchant Marine, S. Kip Farrington. New York, E.P. Dutton & Co., 1947. 92 pp. Ill. \$3.75.

Rather late in the day, we call attention to this informative and very handsome book. Designed to make Americans, "particularly those living inland," more aware of the functions and value of a vigorous merchant marine, it receives the endorsement of Admiral Nimitz, who contributes an introduction. Though the volume tends to be textbookish, it contains much interesting matter on the war and postwar activities of our leading deepwater lines and liners. To most, its outstanding feature will be its illustrations, which include 22 color reproductions of paintings by Jack Coggins--splendid portraits of subjects ranging from AMERICA to the tanker PHOENIX.

To Be Reviewed:

James and John Bard, Painters of Steamboat Portraits, Harold S. Sniffen and Alexander Crosby Brown. Newport News, Mariners' Museum, 1949. \$1.00.

**SSHSA Log****IMPORTANT NOTICE TO SOCIETY MEMBERS**

All members of the Steamship Historical Society of America will soon receive a set of recommendations touching the basic structure of the Society and the future conduct of its affairs. The object of this announcement is to urge that all individuals, chapters, and informal groups give the proposals thoughtful consideration and active discussion.

As explained in an Executive Committee message last fall, the attempted incorporation in Massachusetts failed for reasons not within the Society's control. This left our organization and the direction of our affairs in an ambiguous state and imposed on the incumbent officers the burden of continuing to serve beyond the time when they would normally have been relieved. The vote taken at the time of the fall announcement, though large, was not conclusive under the terms of the society constitution; and it left unresolved a number of matters closely related to the questions of incorporation and affiliation--matters chiefly in the realm of amending our original constitution and by-laws. In the hope of clearing up these too-prolonged uncertainties, the President early in April appointed a special committee under the chairmanship of Mr. Robert McRoberts of North Plainfield, New Jersey, the Society's first Executive Secretary. The committee's assignment was to formulate recommendations as to (1) affiliation, (2) incorporation, and (3) by-laws. At the Chairman's call, it met May 1, 1949, in Washington, D. C.

In formulating its recommendations, the committee proceeded upon the basic assumptions that (1) the members of this society belong to it primarily for the pleasure they find in the personal contacts, the means of communication, and the opportunities for pursuit of a common interest which it affords; (2) such a society, if it is to give its members these gratifications, must remain flexible and informal in spirit, with a minimum of parliamentary "overhead"; (3) these ends are best served by a scheme of things in which, while the officers or directors are delegated a very large measure of authority, the collective interests of the membership are safeguarded by regular elections and a guarantee of full and open discussion prior to any significant change in the status or constitutional structure of the Society. The committee also recognized, in view of the 1946 and 1948 votes, that most members think the Society should be incorporated and should as soon as possible select a headquarters site.

At the National Meeting of the SSHSA in New York, May 7, 1949, Mr. McRoberts submitted his committee's recommendations in the form of a report to the President and Executive Committee. The report was accepted. Under one of its provisions, it will be mailed to all members as soon as it can be mimeographed. Under another provision, at least 60 days are to be allowed for consideration and discussion before a vote is taken on any of the proposals. At a National Meeting to be held thereafter, members will cast their votes either in person or by mail, using a ballot to be sent out with the recommendations.

The McRoberts Committee hopes that all members will express their views, not only by voting but by talking over the questions involved with fellow members. It also urges that time be allotted at all chapter meetings for consideration of the issues as they affect chapter interests. The size of the Society has increased greatly since 1940, and--as noted in our last issue--its "center of population" has shifted. The problem is to establish it on a working basis which takes account of these changes, and which ensures that necessary business can be efficiently conducted without impairment of those pleasant mutual interests which have always been our real reason for existence. The committee believes that its recommendations offer such a working basis. If the membership concurs, it will be possible to clear up the confusions of the past two years and to proceed to two very necessary actions: the election of new directors and the too-long-deferred incorporation.

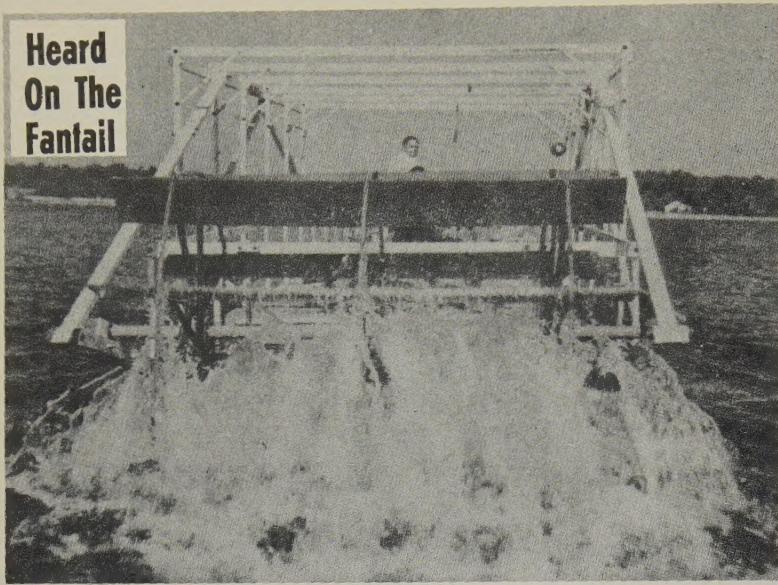
**For The Blue Pencil!** Western River readers will have spotted two boners on the Missouri River map (#28, 74): Sioux City somehow became Council Bluffs, and Kansas City skipped across the river.

Apologies to Wilson Line for miscount of its fleet (#28, 89). It has, of course, five steamers, not four.

Name GEO. K. TAGGART (same page) was an error for HAROLD J. TAGGART.

First sentence on p. 13 (#29) should read: "GEORGE W. ELDER became... AMERICA and was dismantled in 1935. The CLEOPATRA, owned by Old Dominion scarcely a month, was lost by collision, October 29, 1889."

Heard  
On The  
Fantail



GLOUCESTER BELLE  
Providence Journal photo

BOOK REVIEW \* \* \* \* \*

The Steamboat Comes To Norfolk Harbor, And The Log Of The First Ten Years, by John C. Emmerson, P. O. Box 112, Portsmouth, Virginia, 1949. \$6.00.

It is now realized that much of the detailed history of American steamboats can be told only after exploration of files of newspapers contemporaneously published at the ports those steamboats served. Yet exhaustive search of a single periodical runs into months or years, and a full examination of the marine press of only one port may consume a lifetime. For these reasons, this book is of first importance to readers of Steamboat Bill. Not only is it the product of prodigious effort by a devoted student, but it shows, for one port and decade, what can and ought to be done for many.

In 455 pages, Mr. Emmerson places before the reader the news items, announcements, and advertisements he has compiled from three Norfolk newspapers of the 1815-1825 period, together with appended material from other sources, annotations of his own, and a valuable group of indexes almost 40 pages long. The material presented is, naturally, of direct interest chiefly to students of Chesapeake Bay navigation; yet there are cross-references which will attract the attention of many whose curiosity is focussed elsewhere. A single example is the series of entries dealing with the steam brig NEW YORK of 1822, a vessel peculiarly interesting to students of Maine Coast steam.

The volume is lithoprinted from a typescript carefully prepared by the author, with the aim of preserving not

Not exactly a steamboat, but a good substitute in an almost steamboatless state is GLOUCESTER BELLE, shown at the left thrashing across Waterman Lake, Gloucester, R.I. Everett H. Fernald of Greenville, her owner, adapted several features of western river design to her construction. Essentially a big raft (43' x 11'), she rides on 15 150-gal. airplane auxiliary gas tanks, and is stiffened by wooden hog-framing. Her 4-cylinder 1928 Chevrolet engine is hooked up by chain drive to a crank shaft, which in turn is connected with her 9' x 6' sternwheel by wooden pitmans. An air whistle is attached to the fanbelt.

Even with the engine idling, GLOUCESTER BELLE is said to turn up 5-6 m. p. h. She kicks along handsomely, as the picture shows.

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only the substance but, to the extent possible, the physical appearance of the original items. Illustrations comprise views of NEW YORK and EAGLE, and a page of steamboat notices from one of the early Norfolk papers. Mr. Emmerson is now working, he reports, on the second decade. It is to be hoped that there will be such active demand for the present volume as to leave him in no doubt about continuing this huge and invaluable project.

--CCBM

Other New Reading (including books for future review):

"Blockade Running as a Business in South Carolina," Marcus W. Price, American Neptune, IX:31-62 (Jan., 1949).

Diesels in Inland Waterways Operations, Arthur R. Parsons & Capt. Donald T. Wright. St. Louis, 1948. 8 pp. Ill. Free.

"Down to Our State in Ships," Rev. Edward J. Dowling, S.J., Michigan History, XXXIII:22-29 (March, 1949).

Guns on the Western Waters, H. Allen Gosnell. Baton Rouge, La. State Univ. Press, 1949. 273 pp. Ill. \$6.50.

Historical Highlights, CRR of NJ, adapted from forthcoming book by Joseph O. Osgood. 1949. 16 pp. Ill. Free.

"History of the Communipaw and Elizabethport Ferries," Frank McIntire, Proceedings, N.J. Hist. Soc., LXVII:22-40 (January, 1949).

"A Record of Vessels Named NEWPORT NEWS," A. C. Brown, Shipyard Bulletin, NNS&DD Co., XIII:23-26 (Jan.-Feb., 1949).

Sea Routes to the Gold Fields, Oscar Lewis. New York, Knopf, 1949.

"There's No Boat Like the MINTO," Richard L. Neuberger, Saturday Evening Post, 4/30/49, pp. 36 et seq.